

51 Macalla Road
(415) 399-0175

C.C. MYERS INC.

San Francisco, CA 94130
Fax (415) 399-0587

July 13, 2005

Document No.: 215-LET.00220

Dispute Review Board
511 Kortum Canyon Road
Calistoga, CA 94515

Temporary Bypass Structure
Contract No. 04-0120R4
CCM Job # 215

Attn: Mr. William Baker

Re: Notice of Potential Claim #9

Dear Mr. Baker,

We have submitted a Notice of Potential Claim to the State on behalf of ourselves and our subcontractor regarding the State's denial of our request for additional compensation for the additional requirements imposed by the State for the design of the deck drainage system. Attached please find a compilation of all of the correspondence generated to date regarding this matter.

We hereby refer this matter to the Disputes Review Board in accordance with Section 5-1.12 of the project's Special Provisions.

This letter is to inform you that CC Myers, Inc. has agreed with the State to postpone the presentation of this NOPC to the DRB. We will inform you when we will be ready to hold this meeting.

Very Truly Yours,
C. C. Myers, Inc.

Andy Chan
Project Engineer

cc: Frederick Graebe
Matthew B. McGowan
RW.C
Lourdes David
MO

215-LET.00185 Attachment:

215-RFI-001.00015-00	5/17/04	
215-RFI-001.00015-01	6/4/04	
215-RFI-001.00015-02	8/2/04	
05.03.01-000255	12/23/04	
215-EML.00109	1/3/05	
05.03.01-000302	2/4/05	
215-STL.00091	2/16/05	
05.03.01-000327	3/4/05	
05.03.01-000328	3/7/05	
05.03.01-000348	3/24/05	
215-STL.00118	4/14/05	
05.03.01-000399	5/3/05	
215-STL.00128	5/11/05	
05.03.01-000411	5/13/05	
215-STL.00136	5/20/05	
05.03.01-000432	5/23/05	
215-STT.00248	5/26/05	
05.03.01-000446	6/2/05	
215-STT.00256	6/9/05	
05.03.01-000467	6/22/05	
05.03.01-00479	6/24/05	
05.03.01-000486	6/30/05	
05.03.01-000487	7/1/05	
Current Viaduct drainage design plan	5/11/05	
Current West Tie In drainage design plan	3/1/05	

333 Burma Road
Oakland, CA 94607



Fax

To: Bill Kidwell	From: Kenneth Loncharich
Fax: (916) 635-8961	Pages: 2
Phone: (916) 635-9370	Date: 05/17/04
Re: RFI#15, 215-RFI-001.00015-0	CC:

☐ **Urgent**
 ☐ **For Review**
 ☐ **Please Comment**
 ☐ **Please Reply**
 ☐ **Please Recycle**

• **Comments:**

CC MYERS INC.

REQUEST FOR INFORMATION

May 14, 2004

State of California
Department of Transportation
333 Burma Road
Oakland, CA 94607

RE:
Temporary Bypass Structure
Contract # 014-0120R4
Job 215

Attention: Mr. Kenneth Loncharich

Subject: East Tie-in Designer Calculations
RFI # 215-rfi-001.00015-0

Date Information is Required By: 5/18/04

Request:

Please see the attached request for information from Imbsen & Associates, Inc.

Signed:

Bill Kidwell!

Reply:

Section 6 - "Bridge Drainage" on design criteria sheet #8 specifies the criteria for Highway Drainage on the Temporary Bypass Structure.

No, Bridge Deck Drainage cannot infringe into the traffic lane. Additionally, Table 831.3 restricts the "Design Water Spread" for through traffic lanes of a freeway to the shoulder regardless of the speed.

No, scrapers do not meet the requirements of Section 6 - "Bridge Drainage", which states the following: "Drainage for the TBS is class 1." MTD 18-1 "Bridge Deck Drainage" defi. suitable disposal site".

Reply By: K. J. [Signature]

Reply By: Karlson H. H. H.

Date: 5-17-04

RECEIVED

MAY 17 2004

Request For Information (RFI)

San Francisco Oakland Bay Bridge
(Temporary Bypass Structure)
IAI Project # 1295 Contract # 04-0120R4

INQUIRY

RFI # 215-RFI. 001.00015

Date: 5/14/2004

Question asked by and/or contact person:

IAI – Lance A. Schrey, P.E.

Rec'd by: Dan Adams

Question: Can the deck drainage area infringe into half of the outer lanes? Can scuppers be utilized on the lower roadway?

Background: The size of the shoulder shown in the Contract Plans is very small, therefore keeping the storage area outside of the traveled way is extremely difficult. The design speed for the TBS is 80 km/hour (as per the inquiry list). However a design exception for the superelevation and centerline radius was granted. The design speed for the proposed superelevation and radius is less than 75 km/hour. According to Table 831.3 of Caltrans Highway Design Manual, if the design speed is less than 75 km/hour or less, the drainage would be allowed to infringe into half of the outer lanes. It should also be noted that this is a temporary structure.

Response to Request For Information (RFI)

Bridge Name: San Francisco Oakland Bay Bridge Bridge # 34-0006 (TEMP)
Contract #04-0120R4 IAI Project # 1295

RESPONSE

Caltrans contact person: Dan Adams

Response by:

Date:

Response:

QUALITY CONTROL

Reviewed by: Ghassam Dini

Date: 4/26/04

Initials

Checked by:

Date:

CC MYERS INC.

REQUEST FOR INFORMATION

06/4/2004

State of California
Department of Transportation
Attn: Mr. Ken Loncharich

Job # 215 Temporary Bypass Structure
Contract # 04-0120R4

Contact Person: Mr. Robert W. Coupe

Subject: Deck Drainage Design

RFI #: 215-RFI-001.00015 - 1

Contract Document Reference: Design Criteria

Date Information is Required By: 6/11/2004

Request:

Please see the attached request for information from Imbsen & Associates, Inc.

Signed: 

Reply: THE DECK DRAINAGE AREA CANNOT INFRINGE
INTO THE TRAVELLED WAY. THE RAINFALL INTENSITY USED FOR THE LOWER DECK
MAY BE REDUCED. PLEASE PROVIDE CALCULATIONS AND JUSTIFICATION FOR THE
RAINFALL INTENSITY YOU WISH TO PROPOSE.

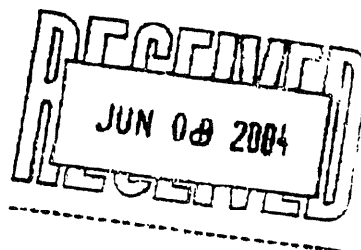
Reply By: Ken LoncharichDate: 6/16/04

RECEIVED

JUN 16 2004

cc: MO
File: 215-105

CC MYERS, INC.
JOB 215 TEMP BYPASS STRUCTURE
215-105
IMBSEN



Request For Information (RFI)

San Francisco Oakland Bay Bridge
(Temporary Bypass Structure)
IAI Project # 1295 Contract # 04-0120R4

INQUIRY

RFI # 215-RFI. 001.00015 rev.1

Date: 5/14/2004

Question asked by and/or contact person:

IAI - Lance A. Schrey, P.E.

Rec'd by: Dan Adams

Revision #1 Question: Due to the proposed roadway configuration (i.e., small shoulders) it is not feasible to design the deck drainage system to meet the current Design Criteria. How far into the traveled way can the drainage infringe? Can the rainfall intensity used to design the lower deck drainage be reduced since the collection for the lower deck is covered by the upper deck?

Revision #1 Background: In our analysis we used the reduced rainfall intensity (2.384 in/hr for a 10 minute duration) as called out in the "Drainage Report for Construction of State Highway" by Manna Consultants, Inc. dated May 9, 2002. Our preliminary calculations show that Type D-1 deck drains (modified to fit within the 0.3 meter shoulder) would have to be spaced approximately 1.2 meters on center on the lower edge of roadway.

Original Question: Can the deck drainage area infringe into half of the outer lanes? Can scuppers be utilized on the lower roadway?

Original Background: The size of the shoulder shown in the Contract Plans is very small, therefore keeping the storage area outside of the traveled way is extremely difficult. The design speed for the TBS is 80 km/hour (as per the inquiry list). However a design exception for the superelevation and centerline radius was granted. The design speed for the proposed superelevation and radius is less than 75 km/hour. According to Table 831.3 of Caltrans Highway Design Manual, if the design speed is less than 75 km/hour or less, the drainage would be allowed to infringe into half of the outer lanes. It should also be noted that this is a temporary structure.

Response to Request For Information (RFI)

Bridge Name: San Francisco Oakland Bay Bridge Bridge # 34-0006 (TEMP)
Contract #04-0120R4 IAI Project # 1295

RESPONSE

Caltrans contact person: Dan Adams

Response by:

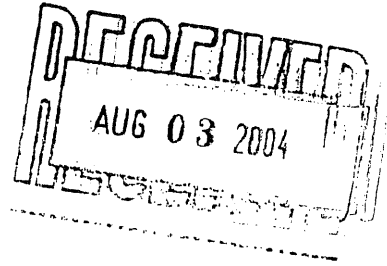
Date:

Response:



C.C. MYERS INC.
9912 BUSINESS PARK DRIVE, SUITE 130
SACRAMENTO, CA 95827
916-366-0632 FAX 916-366-1501

REQUEST FOR INFORMATION



Aug 02 2004

State of California
Department of Transportation

Attn: Ken Loncharich

Subject: RFI 001.00015

Job # 215 Temporary Bypass Structure

Contract # 04-0120R4

Contact Person: Robert W. Coupe

Drawing No. Ref:

Specification Ref: 5-1.14

Other:

Resubmittal/Supplement Ref:

RFI #: 215-RFI-001.00015-02

Date Information is Required By: Aug 04 2004

Request:

Please see the attached revision to the previous request for information from Imbsen & Associates, Inc.

Signed:

Robert Coupe

Reply: NO JUSTIFICATION HAS BEEN PROVIDED FOR THE RAINFALL INTENSITY YOU WISH TO IMPOSE ON THE LOWER DECK. THE DECK DRAINAGE DESIGN SHALL BE COMPLETED SO THAT THE DRAINAGE DOES NOT INFRINGE INTO THE TRAVELED WAY. IF YOU CONTEND THAT IT WILL BE IMPOSSIBLE TO KEEP DRAINAGE OUT OF THE TRAVELED WAY, WHAT OTHER OPTIONS DID YOU CONSIDER?

Reply By: KEN LONCHARICH

Date: 8-3-04

CC: MO

File: 215-201 105

RECEIVED

AUG - 6 2004

C.C. MYERS INC.
JOB 215 TEMP BYPASS STRUCTURE

IC-467

215-105

IMBSEN - FAX

Bob Coupe

From: Lance Schrey [schrey@lmbsen.com]
Sent: Friday, July 30, 2004 12:12 PM
To: Dan Adams (E-mail)
Cc: Roy Imbsen; James Gomez; Bob Coupe (E-mail); Bill Kidwell (E-mail)
Subject: 1295 RFI #15 rev 2

Dan,
Please see attached RFI # 15 rev. 2. Thanks,

Lance A. Schrey, P.E.

RECEIVED

JUL 30 2004

CC MYERS, INC.
JOB 215 TEMP BYPASS STRUCTURE
IC-00409
215-125 201
STATE-RP1

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8/2/2004

Request For Information (RFI)

San Francisco Oakland Bay Bridge
(Temporary Bypass Structure)
IAI Project # 1295 Contract # 04-0120R4

INQUIRY

RFI # 215-RFI. 001.00015 rev.2

Date: 7/30/2004

Question asked by and/or contact person:

IAI - Lance A. Schrey, P.E.

Rec'd by: Dan Adams

Revision #2 Question: Without allowing drainage to infringe into the traveled way the design is extremely difficult if not impossible. How shall we complete the deck drainage design?

Revision #2 Background: In Caltrans response to revision #1, they asked for justification for the intensity we propose. Please see below. We have attached calculations, which shows for the given profile, the given cross slope and the given small shoulder that deck drains would be required at 1.2 meters on center.

Revision #1 Question: Due to the proposed roadway configuration (i.e., small shoulders) it is not feasible to design the deck drainage system to meet the current Design Criteria. How far into the traveled way can the drainage infringe? Can the rainfall intensity used to design the lower deck drainage be reduced since the collection for the lower deck is covered by the upper deck?

Revision #1 Background: In our analysis we used the reduced rainfall intensity (2.384 in/hr for a 10 minute duration) as called out in the "Drainage Report for Construction of State Highway" by Manna Consultants, Inc. dated May 9, 2002. Our preliminary calculations show that Type D-1 deck drains (modified to fit within the 0.3 meter shoulder) would have to be spaced approximately 1.2 meters on center on the lower edge of roadway.

Original Question: Can the deck drainage area infringe into half of the outer lanes? Can scuppers be utilized on the lower roadway?

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Response to Request For Information (RFI)

Bridge Name: San Francisco Oakland Bay Bridge Bridge # 34-0006 (TEMP)
Contract #04-0120R4 IAI Project # 1295

RESPONSE

Caltrans contact person: Dan Adams

Response by:

Date:

Response:

QUALITY CONTROL		Initials
Reviewed by: Ghassam Dini	Date: 4/26/04	
Checked by:	Date:	

DECK DRAIN DESIGN

FROM DRAINAGE REPORT BY MAUNA CONSULTANTS, INC.
DATED MAY 9, 2002:

- DECK DRAINAGE FLOW BASED ON 25 YEAR DESIGN STORM
- $I_{25} = 0.9774 (D^{-0.4977})$
WHERE: I = RAINFALL INTENSITY (INCH/HOUR)
 D = DURATION (HOURS)
- MINIMUM TIME OF CONCENTRATION = 10 MINUTES
- $Q = CIA$ WHERE $C = 0.95$ FOR BRIDGE DECKS (ASSUMED)
- FOR LOWER DECK, PERFORM RUNOFF CALCULATIONS ASSUMING NO UPPER DECK (SIMILAR TO T.Y. LIN'S CALCULATIONS). THIS WILL RESULT IN HIGHER, MORE CONSERVATIVE RUNOFF VALUES.
- $n = 0.010$ FOR STEEL PIPES
- $n = 0.012$ FOR NEW RCP
- $n = 0.015$ FOR EXISTING INSTALLATIONS
- MINIMUM VELOCITY = 1.0 M/SEC

Job Title	BAY BRIDGE PROJECT	Job No.	1295	Sheet	1
Subject	DECK DRAINAGE	Designed By	J. Gomez	Date	5/25/04
		Checked By		Date	
				Total Sheet	1
				of	1



→ BECAUSE THE DRAINAGE AREAS ARE SMALL, IT WILL BE ASSUMED THAT $T_c < 10$ MIN FOR ALL LOCATIONS WITHIN THE DRAINAGE AREA. THIS IS A CONSERVATIVE APPROACH.

$$I = 0.9774 \left(\frac{10}{60} \right)^{-0.4977} \text{ IN/HR}$$

$$= 2.384 \text{ IN/HR}$$

$$Q = CIA$$

$$= 0.95 (2.384) A$$

$$Q = 2.265 A$$

WHERE: A = ACRES

Q = CFS

CONVERT TO METRIC:

$$Q = \frac{2.265 (0.028317)}{4046.86} A$$

WHERE: A = M^2

Q = M^3/SEC

$$Q = 0.00001585 A$$

WHERE: A = M^2

Q = M^3/SEC

Job Title	BAY BRIDGE PROJECT	Job No.	1295	Sheet	2
Subject	DECK DRAINAGE	Designed By	J. GOMEZ	Date	5/25/04
		Checked By		Date	
				Total Sheet	2
				of	6



- "DESIGN WATER SPREAD" IS RESTRICTED TO THE SHOULDER AREA

ED1 LINE 53+32.0 TO 55+11.5

→ SHOULDER WIDTH = 0.3 m LT & RT

→ SUPER = 2%

→ LONGITUDINAL SLOPE = 2.403%

WD1 LINE 53+32.0 TO 54+24.04

→ SHOULDER WIDTH = 0.3 m

→ SUPER = 2%

→ LONGITUDINAL SLOPE = 1.711%

FLOW IN GUTTER:

$$Q = (K/n) S_x^{5/3} S^{1/2} T^{8/3}$$

WHERE: $K = 0.375$

$n = 0.016$

$Q = 0.00001585 A \text{ m}^3/\text{sec}$

$S_x = \text{CURBS SLOPE}$

$S = \text{LONGITUDINAL SLOPE}$

$T = \text{WIDTH OF FLOW} = 0.3 \text{ m SILLER}$

ED1 LINE: $S_x = 0.02$, $S = 0.02403$, $T = 0.3 \text{ m}$

$$0.00001585 A = (0.375/0.016)(0.02^{5/3})(0.02403^{1/2})(0.3^{8/3})$$

$$A = 13.6 \text{ m}^2$$

RIDGEWAY IS SUPERELEVATED TO RT.

$$\therefore \text{DECK DRAIN SPACING} = \frac{A}{\text{TRIANGULAR WIDTH}} = \frac{13.6 \text{ m}^2}{17.1 \text{ m}} = \underline{\underline{0.8 \text{ m}}} \text{ O.C.}$$

Job Title	BAY BRIDGE PROJECT	Job No.	1295	Sheet	3
Subject	DECK DRAINAGE	Designed By	J. Gomez	Date	5/25/04
		Checked By		Date	
				Total Sheet	3
				of	6



WD1 LINE: $S_x = 0.02$, $S = 0.01711$, $T = 0.3$ m

$$0.0001585A = (0.375/0.016)(0.02^{5/3})(0.01711^{1/2})(0.3^{8/3})$$

$$A = 11.5 \text{ m}^2$$

SUPERELEVATION SLOPE TO RT.

$$\therefore \text{DECK DRAIN SPACING} = \frac{A}{\text{TRIB. WIDTH}} = \frac{11.5 \text{ m}^2}{17.1 \text{ m}} = \underline{\underline{0.7 \text{ m}}} \quad \text{O.C.}$$

Job Title	BAY BRIDGE PROJECT	Job No.	1295	Sheet	4
Subject	DECK DRAINAGE	Designed By	J. GOMEZ	Date	5/25/04
		Checked By		Date	
				Total Sheet	4
				of	6



$$A = 13.6 \text{ m}^2 \quad \text{ED1 LINE}$$

$$\begin{aligned} Q &= 0.0001585 (13.6) \\ &= 0.0021556 \text{ M}^3/\text{SEC} \\ &= 0.0076 \text{ CFS} \end{aligned}$$

CAPACITY OF INLETS ON GRADE (BDA pg 17-4)

ASSUME A MODIFIED TYPE D-1 WLET (0.3 m WIDE)

$$L_b = 0.9 V (d + d_b)^{1/2}$$

$$\text{WHERE: } V = Q/A = \frac{0.0021556 \text{ M}^3/\text{SEC}}{0.5 (0.3 \text{ m}) (0.3 \text{ m} \times 0.02)} = 0.24 \text{ M/SEC}$$

$$d = 0.3 \text{ m} \times 0.02 = 0.006 \text{ m}$$

$$d_b = 0.057 \text{ m}$$

$$\begin{aligned} L_b &= 0.9 (0.24 \text{ M/SEC}) (0.006 \text{ m} + 0.057 \text{ m})^{1/2} \\ &= 0.054 \text{ M} \quad (\text{CLEAR OPENING OF GATE REQUIRED}) \end{aligned}$$

$$L_b = 0.42 \text{ M FOR TYPE D-1 DRAIN} \gg 0.054 \text{ M REQ.}$$

\therefore CAPACITY OF DRAIN DOES NOT CONTROL THE DESIGN.
DRAIN SPACING IS CONTROLLED BY SHOULDER WIDTH.

Job Title		Job No.	Sheet
BAY BRIDGE PROJECT		1295	of
Subject	Designed By	Date	
DECK DRAINAGE	J. GOMEZ	5/26/04	
	Checked By	Date	Total Sheet
			5
			of 6



SCUPPER ON GRAB (BDA pg. 17-5)

$$\begin{aligned}
 L_T &= K Q^{0.42} S^{0.3} (1/n S_x)^{0.6} \\
 &= 0.817 \times 0.00021556^{0.42} \times 0.02443^{0.3} \times (1/0.016(0.02))^{0.6} \\
 &= 0.96 \text{ METERS}
 \end{aligned}$$

ACTUAL SCUPPER $L = 0.30 \text{ m}$

$$E = 1 - (1 - L/L_T)^{1.6} = 1 - (1 - 0.3/0.96)^{1.6} = 0.49$$

$$q = EQ = 0.49 (0.00021556 \text{ M}^3/\text{SEC}) = 0.00011 \text{ M}^3/\text{SEC}$$

CONCLUSION:

- MODIFIED TYPE D-1 INLETS WOULD HAVE TO BE SPACED AT:

$$\text{SPACING} = 0.8 \text{ m} + L_L = 0.8 \text{ m} + 0.42 \text{ m} \approx \underline{1.2 \text{ M}} \text{ O.C.}$$

TO KEEP FLOW FROM SPEEDING ONTO THE TRAVELED WAY

- SCUPPERS WILL NOT WORK! WHERE THE BRIDGE DECK IS SUPERELEVATED IN ONE DIRECTION SCUPPERS WOULD HAVE TO BE CONTINUOUS (I.E. 0.96 m LONG SCUPPER SPACED AT 0.8 m O.C. → IMPOSSIBLE)

Job Title	BAY BRIDGE PROJECT	Job No.	1295	Sheet	6
Subject	DECK RECONSTRUCTION	Designed By	J. GOMEZ	Date	5/26/04
		Checked By		Date	
				Total Sheet	6
				of	

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



CC Myers
51 Macalla Road
San Francisco, CA 94130

Attn: Mr. Bob Coupe

Ref:

December 23, 2004

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
Temporary Bypass Structure

Letter No. 05.03.01-000255

Subject: Drainage on Deck - Traveled Way Flooding Encroachment

Dear Mr. Coupe,

We have requested a presentation from you regarding the flooding encroachment in the deck which is unacceptable from a safety point of view. Please provide this presentation no later than January 12, 2005. Also, please provide 3 optional days so that we can coordinate with the appropriate people to be at this presentation.

If you have any questions, please call me at 510 622 5660.

Sincerely,

A handwritten signature in cursive script that reads 'Lourdes David'.

Lourdes David
Resident Engineer

cc:
file: 05.03.01



Doc #:	215-EML.00109			Outgoing email
From	Juan Gray	Date Sent:	03-Jan-2005	<input type="checkbox"/> Is Reply
To	Gary Lai			
Cc	Robert Coupe			
Subject	Deck Drainage			
Attachment				

Job No: 215 Temporary Bypass Structure Document No: 215-EML.00109

Gary:

Imbsen and Associates will be able to provide a presentation on the problems involved with the deck drainage on January 11, 12, or 13, at your convenience. Please inform us your preferred date, and if you want to hold this meeting at the job or here in Sacramento.

Thanks,

Juan Gray

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program



333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 286-0550 fax

CC Myers

51 Macalla Road

San Francisco, CA 94130

Attn: Mr. Bob Coupe

Ref: 215-RFI-001.00015-02

February 04, 2005

Contract No. 04-0120R4

04-SF-80-12.6, 13.2

Temporary Bypass Structure

Letter No. 05.03.01-000302

RECEIVED

FEB 07 2005

IC - 1446
215-103

RC

Subject: Deck Drainage – Flooding Encroachment on TBS Meeting Held 01/12/05

Dear Mr. Coupe,

The suggestions brought up in the Deck Drainage Meeting, held at 333 Burma Rd, Oakland on 01/12/05 were only suggestions, not direction. This drainage issue is a component of the Temporary Bypass Structure design. Please provide to us what solutions you have developed to resolve this issue.

If you have any questions, please contact me at (510) 622-5660.

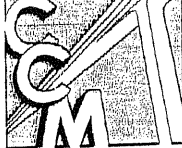
Sincerely,

Lourdes David
Resident Engineer

CFM 02/04/05

cc: E. Rufino
G. Lai
J. Uozumi
T. Lai
A. Bui
D. Adams
A. Yan
D. Wong

file: 05.03.01



C.C. MYERS INC.

51 Macalla Road
(415) 399-0175

San Francisco, CA 94130
Fax (415) 399-0587

February 16, 2005

Document No.: 215-STL.00091

State of California
Department of Transportation
333 Burma Road
Oakland, CA 94607

Temporary Bypass Structure
Contract No. 04-0120R4
CCM Job # 215

Attn: Mr. Lourdes David
Resident Engineer

Re: Deck Drainage

Dear Mr. David,

As you are aware, we have been struggling with the design of the bridge deck drainage system for the Temporary Bypass Structure for quite some time. We first made you aware of the problems via our Request For Information 215-RFI.001.00015 and subsequent revisions. On January 12, 2005, a meeting was conducted with your staff and our design consultant, Imbsen & Associates, Inc. where the problem was discussed in detail. Attached for your review and comment is a copy of a letter dated January 19, 2005, from Imbsen with which they provide some further information as a result of analysis performed subsequent to said meeting.

For the East Tie-in and Viaduct segments of the TBS, Imbsen & Associates, Inc. is proposing the sloping of the asphalt concrete overlay within the limits of the shoulder and using a 25-year storm event. For the West Tie-in segment where no asphalt concrete overlay is called for in the contract documents, Imbsen analyzed the drainage system for both the 25-year and the 10-year storm events and concluded that neither is practical, given the structure geometry and lane configuration shown on the Contract plans.

The problems that we have been having with the drainage design stem from the incompatibility of the project drainage design criteria and the structure geometry and/or lane configuration. The criteria appears to be generally applicable to typical highway structures yet the Temporary Bypass Structure is anything but typical. Narrow lanes and shoulders, tying into a structure that does not meet the criteria, and shielding of the lower deck by the upper deck are all examples of non-typical aspects of the structure that make it incompatible with the criteria. To overcome this incompatibility problem, we request that the State consider modifying the design criteria to something more appropriate for the structure configuration.

Considering the above, please review the attached from Imbsen & Associates, Inc. and provide your comments. Understand that the attached analysis demonstrates one partial solution. The other options discussed in the meeting have not been investigated and upon your further direction, continued investigation can be performed. However, please understand that the

February 16, 2005
State of California
Department of Transportation
Mr. Lourdes David, Resident Engineer
215-STL.00091
Page 2

continued analysis of these various alternatives will cause additional costs to be incurred for which we request reimbursement. Additionally, once a solution is determined to be acceptable, we may incur additional costs in construction to implement the solution. Note, however, we do not believe that a significant reduction in the rainfall intensity that would allow a reasonable drainage system to be designed would result in appreciable increased construction costs. Until this matter is resolved, the design of the drainage system for the Temporary Bypass Structure cannot be completed. Please indicate how you wish that we proceed.

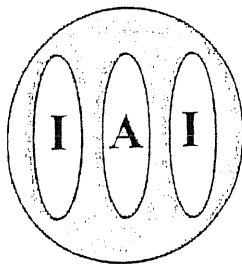
Very Truly Yours,
C. C. Myers, Inc.



Robert W. Coupe
Project Manager

cc: JMV
MO
JG

File: 215-101



IMBSEN & ASSOCIATES, INC.
Engineering Consultants
A **TRC** Company

January 19, 2005

#1295-320

RECEIVED

Mr. Bob Coupe
C.C. Myers, Inc.
3286 Fitzgerald Road
Rancho Cordova, CA 95742

JAN 24 2005

CC MYERS, INC.
JOB 215 TEMP BYPASS STRUCTURE

Subject: Response to Deck Drainage Meeting

IC - 1396

215-201
RLO
BC
JV

Dear Mr. Coupe:

On January 12, 2005, we met with numerous Caltrans employees and Juan¹⁶ Gray of your staff to discuss the Deck Drainage of the East Tie-In and the Viaduct. At this meeting Caltrans expressed their feeling that allowing two feet of drainage encroachment into the traveled way for the entire length of the structure was not acceptable. Caltrans would not state what they were comfortable with. Several options, listed below, were discussed to minimize this encroachment:

- Using grooved pavement
- Increasing the cross slope of the structure
- Using scuppers in combination with the deck drains
- Moving back the concrete barrier rail in locations where there is extra room to provide a wider shoulder for storage
- Using a ten year design storm to minimize the rainfall intensity

It was decided that IAI would look into incorporating one or more of the options discussed to minimize the encroachment.

We have completed a preliminary design, which incorporates modifying a constant in one of the equations and sloping the shoulder near the barrier rail. We modified "Mannings Roughness Coefficient" to 0.013 (0.016 was previously used) as per page 17-8 of the Bridge Design Aids for smooth texture asphalt. We also sloped the overlay from the edge of the shoulder to the face of the barrier rail (please see attached sketch). This preliminary design re-

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(858) 505-9515 Fax

Irvine Office
21 Technology Drive
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(949) 727-7391 Fax

Fresno Office
7395 N. Palm Bluffs Ave.
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Fresno, CA 93711
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(559) 449-4591 Fax

Oakland Office
167 Filbert Street
Oakland, Ca 94607
(510) 267-1835 Phone

sults in less drains being placed than in the earlier design without any drainage encroaching into the traveled way. Please note that this assumes no drainage coming from east of Pier E-1. We also used a rainfall intensity from a 25 year storm. Caltrans was going to investigate using a 10 year storm, which will reduce the drainage amount. At the aforementioned meeting we agreed to investigate other options and respond back to Caltrans in a week. We feel by sloping the overlay and reducing "Mannings Roughness Co-efficient" we can meet Caltrans requirement for a class 1 drainage system without having to incorporate any of the other options listed above. Please forward the above information and direct us on how to proceed.

If you have any questions give me a call at (916) 366-0632.

Sincerely,

A handwritten signature in black ink, appearing to read "Roy A. Imbsen". The signature is fluid and cursive, with the first name "Roy" being the most prominent.

Roy A. Imbsen, P.E., D.Engr.
Project Manager

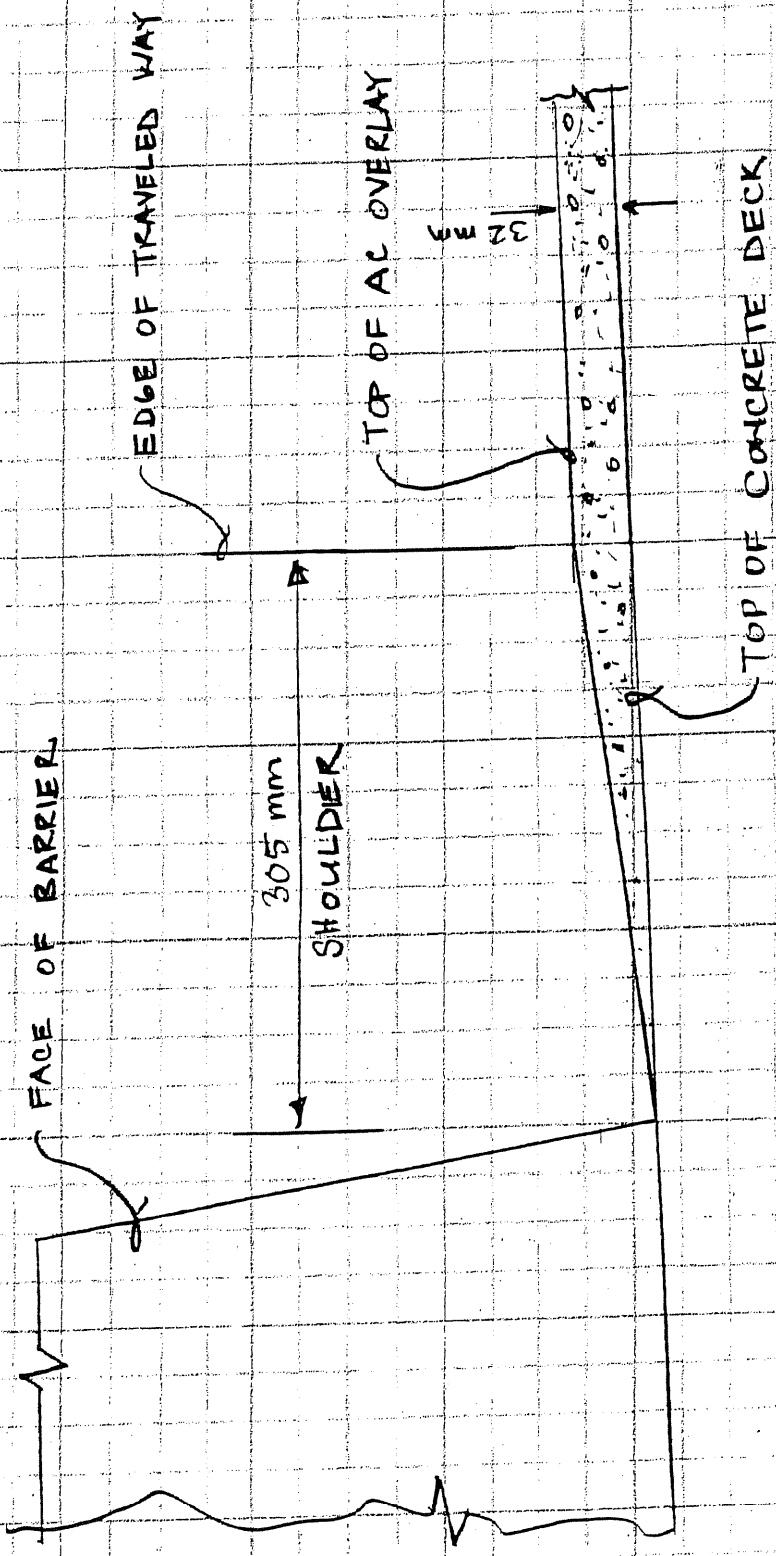
LAS/las

Attachment: Deck Drainage Diagram

cc: IAI File



Job Title	TBS	IAI Job Number	1295	Sheet	of
Subject	DECK DRAINAGE			Total Sheet	of
Designed By	LAS	Date	1-18-05		
Checked By	JG	Date	1-18-05		



DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 286-0550 fax

**RECEIVED**

CC Myers

51 Macalla Road

San Francisco, CA 94130

MAR 08 2005

CC MYERS, INC.

Attn: Mr. Bob Coupe JOB 215 TEMP. BYPASS STRUCTURE

Ref: 215-STL.00091

IC - 1568

215-103

RC

JG

March 04, 2005

Contract No. 04-0120R4

04-SF-80-12.6, 13.2

South - South Detour

Letter No. 05.03.01-000327

Subject: Deck Drainage: 215-STL.00091

Dear Mr. Coupe,

The Department has reviewed the proposal for the Deck Drainage issue as presented by Imbsen and Associates, from the above referenced letter. Per the Department's State Letter #302, dated February 4th, 2005, the suggestions brought forth during the Jan 12, 2005 meeting were suggestions, not to be taken as direction. The Contractor is contractually obligated to provide a drainage system as part of the bridge that meets or exceeds the requirements as set forth in the contract. Also, deck drainage must also be designed and finalized for the West Tie-In. All options have not been exhausted, a design solution within the design criteria is possible.

As we have previously mentioned in the responses to RFI #15, no encroachment on the travel way is permitted. The latest proposal shows aggressively sloping the one-foot shoulder to create additional storage. Section 302.2 of the Highway Design Manual states "When a roadway crosses a bridge structure, the shoulders shall be in the same plane as the adjacent traveled way." The Department is concerned with the safety issue of this design. If you wish to proceed with the above referenced proposal, you will need to seek an exception to this mandatory standard with the State. This involves providing engineered justifications for seeking the exception.

Also, the Manning's coefficient calculation change is not supported with design calculations in this proposal, please resubmit this proposal with the appropriate calculations. Please verify the conversion factors from English units to Metric units for the formula $Q = ciA$, we have noted errors in the previous calculations in regards to this matter. The Department is concerned with the constructibility and maintenance of the latest proposal.

In summary, please provide details about construction method, safety of vehicles in the sloped section, and full calculations.

If you have any questions, please contact me at (510) 622-5660.

Sincerely,

Lourdes David
Resident Engineer

CFM 03/04/05

cc: G. Lai, T. Lai, D. Adams, T. Ostrom

file: 05.03.01

DEPARTMENT OF TRANSPORTATION District 4 Toll Bridge Program

333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 286-0550 fax

RECEIVED

MAR 09 2005



CC Myers

51 Macalla Road

San Francisco, CA 94130

JOB 215 TEMP. BYPASS STRUCTURE

IC - 1582

2/5-103

Attn: Mr. Bob Coupe

Ref: 215-SUB.00064-01, 215-SUB.00064-00
05.03.01-000327RC
JG
IAI (Fax)

March 07, 2005

Contract No. 04-0120R4

04-SF-80-12.6, 13.2

South - South Detour

Letter No. 05.03.01-000328

Subject: West Tie-In Design - Not Accepted

Dear Mr. Coupe,

The above referenced submittal is not complete; therefore, the Department is unable to accept this submittal at this time for the following reasons:

1. Deck drainage does not meet the criteria in the contract. Please refer to State Letter 05.03.01-000327 dated March 7, 2005.

Per our Executive Partnering Meeting on March 3, 2005. We have agreed that the Final Utility Plan will be submitted as a separate package (215-SUB.00039-01).

Additionally, please refer to the attached "Checklist for Acceptance of Final Design Submittal" for more information.

Please disregard previous letter sent by e-mail from Gary Lai on March 7, 2005 regarding the West Tie-In Design Package.

Sincerely,

Lourdes David
Resident Engineer

Attachments

cc: A. Bui
D. Adams
C. Moreno
A. Bata
G. Lai

file: 05.03.01, 58.36, 58.49

CHECKLIST FOR ACCEPTANCE OF THE FINAL DESIGN SUBMITTAL

Segment: West Tie-In

File: 04-SF-80-12.6/13.2
04-0120R4

Element: All

Temporary Bypass Structure
Doc.# 215-SUB.00064-1

Date Received: March 03rd, 2005

Comments:

Quality Control		
ITEM	Accept?	Comments?
1. Final marked-up documents and annotated checklists prepared by an individual who has reviewed the documents for conformance to the requirements of the contract documents.	Yes	
2. Each design drawing and supplemental technical special provision shall have a check print, representing the final content of the design drawing or supplemental technical special provision.	Yes	
3. As evidence of their review, the designer and independent checker shall sign and date the check print	Yes	

Final Design Information Package		
ITEM	Accept?	Comments?
4. Describe any modifications to or deviations from the information submitted with the preliminary design submittal, including a detailed description of resolution of reviewer comments.	Yes	
5. Any revised document that has changed since the preliminary design submittal.	Yes	
6. Structure construction sequencing plan	Yes	
7. Resident Engineer's (RE) Pending File contents as specified in the Information and Procedures Guide of the Office of Special Funded Projects of the Department	Yes	
8. Final Foundation Report	Yes	

Final Detailed Construction Drawings		
ITEM	Accept?	Comments?
9. General Plans	Yes	
10. Structure Plans	Yes	
11. Abutment cross-sections	Yes	
12. Foundation Plans	Yes	
13. Pier (i.e. tower/bent/column) cross-sections	Yes	
14. Foundation Detail Plans	Yes	
15. Typical Sections	Yes	
16. Girder layouts or framing plans	Yes	
17. Expansion joint details	Yes	
18. Bearing details	Yes	
19. Structural joint and connection details	Yes	
20. Contain a drawing index with drawing numbers and drawing titles.	Yes	
21. Be in metric units	Yes	
22. Comply with the following manuals of the Department: Plan Preparation Manual, BDA, BDD, MTD, and Information and Procedures Guide of the OSF Projects.	Yes	
23. Be clearly marked "NOT FOR CONSTRUCTION"		
24. Show the arrangement and material type and size of each structural member to demonstrate load paths from the superstructure to the ground through the substructure and foundation	Yes	
25. Be of sufficient detail to (a) define the TBS elements in plan and elevation, including deck drainage and overhead and bridge mounted signs, (b) define the mounting details for electrical and mechanical systems (c) demonstrate conformance to the requirements of the contract documents.	No	Does not meet contract criteria.
26. Bear the stamp, signature, and license expiration date of the Contractor's Engineer or designee, who is responsible for developing the drawings.	Yes	
27. Contain final utility relocation plans identifying relocation of impacted utilities within boundary of the construction based on new potholing performed by the Contractor. Contractor may require additional potholing to verify impacted utilities as approved by the Engineer.	No	Need to address comments sent to CCM per STL 191. Final Utility Plan will be submitted as a separate submittal.

Final TBS Design and Independent Check Calculations			
ITEM	Design	Check	Comments?
28. Bound separately for each segment	Yes	Yes	
29. Bear the stamp, signature, and license expiration date of the Contractor's Engineer or designee, who is responsible for developing the drawings.	Yes	Yes	
30. Be clearly labeled as design or check calculations, indicating the contract number and title, and description of the calculations	Yes	Yes	
31. Contain a table of contents with page numbers; all calculation pages shall be numbered.	Yes	Yes	
32. Be decipherable and organized so that the design logic can be easily followed.	Not Clear	Not Clear	Waiting for design's comments (SAP models provided)
33. Contain documentation of assumptions, conclusions, references and design logic.	Not Clear	Not Clear	See above comments in 32.
34. Contain copies of design charts, with specific entries highlighted that were used in the design.	No	No	
35. Contain only final input and output of computer runs.	Yes	Yes	
36. Contain hand calculations, or computer-generated calculations	Yes	Yes	

Final Quantity Calculations			
ITEM	Design	Check	Comments?
37. Quantity calculations and quantity check calculations shall be prepared, compared and resolved, and submitted in accordance with the requirements of Chapter 11 of the BDA manual and the PS and E guide of the Department.	Yes	Yes	Independent quantity checks are not thorough.

Final Supplemental Technical Special Provisions		
ITEM	Accept?	Comments?
38. Non-standard supplemental technical special provisions, and the engineering basis supporting the need for and content of each non-standard supplemental technical special provisions	Yes	
39. Use and edit the most current versions of the Department's Standard Special Provisions and Bridge Reference Specifications. Provide engineering basis supporting the omission of relevant specifications.	Yes	

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



RECEIVED

March 24, 2005

CC Myers
51 Macalla Road
San Francisco, CA 94130

MAR 28 2005

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Attn: Mr. Bob Coupe JOB 215 TEMP. BYPASS STRUCTURE

CC MYERS, INC.

Ref: 215-STL.00104

IC - 1662

Letter No. 05.03.01-000348

215-103

Subject: West Tie-In Submittal

RC
JG
AC
IAI (Fax)
CW

Dear Mr. Coupe,

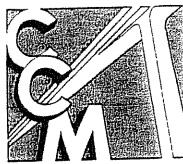
We have reviewed your contention that the West Tie-In Final Design submittal is complete and should be accepted for review. I must draw your attention to your letter STL-00091 (dated February 16, 2005) in which you state that the analysis for the WTI deck drainage has been performed and that you have not met the contract criteria and requested the Department to modify the criteria. No change to the contract criteria has been authorized and you have yet to fulfill this requirement.

If you wish to proceed, the Department will accept the West Tie-In Final Design submittal for review but will not be modifying the deck drainage criteria and your submittal will eventually be rejected for failing to meet the criteria. If you have any questions, please call me at 510 622 5660.

Sincerely,

Resident Engineer
Lourdes David

cc:
file: 05.03.01



C.C. MYERS INC.

51 Macalla Road
(415) 399-0175

San Francisco, CA 94130
Fax (415) 399-0587

April 14, 2005

Document No.: 215-STL.00118

State of California
Department of Transportation
333 Burma Road
Oakland, CA 94607

Temporary Bypass Structure
Contract No. 04-0120R4
CCM Job # 215

Attn: Mr. Lourdes David
Resident Engineer

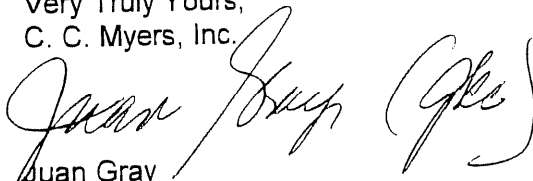
Re: TBS Deck Drainage

Dear Mr. David,

Please find attached a copy of IAI Letter # 78, dated April 13, 2005, from our designers. In this, they are stating their position regarding the design of the deck drainage for the different TBS segments in light of the existing Design Criteria.

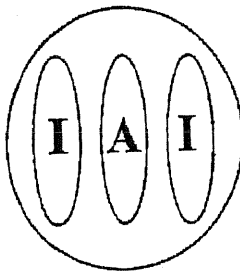
We are requesting a meeting with you as soon as possible to discuss these matters in depth, and allow Imbsen and Associates to complete their design.

Very Truly Yours,
C. C. Myers, Inc.


Juan Gray
Project Engineer

cc: DH
RW.C
MO
JCG

File: 215-101



IMBSEN & ASSOCIATES, INC.
Engineering Consultants
A TRC Company

April 13, 2005

#1295-320

Mr. Bob Coupe
C.C. Myers, Inc.
3286 Fitzgerald Road
Rancho Cordova, CA 95742

IAI Letter #: 78

RECEIVED

APR 14 2005

Subject: TBS Deck Drainage

CC MYERS, INC.
JOB 215 TEMP BYPASS STRUCTURE

Temporary Bypass Structure; Contract No. 04-0120R4

IC-1759

215-201

Dear Mr. Coupe:

BC

Reference is made to State Letter No. 05.03.01-000327 and State Letter No. 05.03.01-000348 dated March 4, and 24, 2005, respectively.

CT

The bridge drainage for the Temporary Bypass Structure (TBS) shall be designed in accordance with procedures and details outlined in Caltrans Memo-to-Designers 18-1 (June 1989) and Bridge Design Aids 17-1 (October 1989) as stated in the Contract's Design Criteria.

The design criteria for the bridge drainage specifically states that the drains shall not be within the lanes. This criterion only restricts the location of "drains" where it stated that they can not be placed within the lanes. However, the criterion does not state that the design water spread shall not encroach upon the traveled way. Neither Caltrans Memo-to-Designers 18-1 (June 1989) nor Bridge Design Aids 17-1 (October 1989) prohibit the encroachment of the water spread upon the traveled lane(s).

In light of the above, Imbsen and Associates does not consider the design criteria as being prohibitive of the bridge drainage infringing onto the traveled lane(s). The current drainage design for the West Tie-In and the Viaduct allows for the water spread infringing up to 610mm upon the traveled way. The worst case scenario for the depth of the water spread at the edge of traveled way would be 14 mm. We believe that we have met our contractual obligation to provide a drainage system that meets the requirements as set forth in the Contract.

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(858) 505-9515 Fax

Irvine Office
21 Technology Drive
Irvine, CA 92618
(949) 727-9336 Phone
(949) 727-7391 Fax

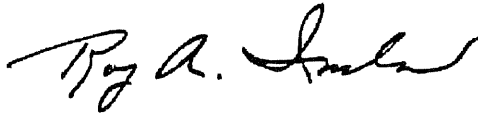
Fresno Office
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Fresno, CA 93711
(559) 449-6190 Phone
(559) 449-4591 Fax

Oakland Office
167 Filbert Street
Oakland, Ca 94607
(510) 267-1835 Phone

Please be advised that we have spent a considerable amount of time and a resource regarding this issue beyond what was anticipated at bid time. As such, we are requesting a contract change order for this extra work.

Please feel free to contact me at (916) 366-0632 should you have any questions.

Sincerely,



Roy A. Imbsen, P.E., D. Engr.
Project Manager

cc: IAI File, EA, MV, LS, RI

Sacramento Office
9912 Business Park Drive
Suite 130
Sacramento, CA 95827
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(658) 505-9515 Fax

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(949) 727-7891 Fax

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Oakland Office
167 Filbert Street
Oakland, Ca 94607
(510) 267-1885 Phone

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 286-0550 fax

RECEIVED

MAY 05 2005



CC Myers

51 Macalla Road

San Francisco, CA 94130

CC MYERS, INC.

JOB 215 TEMP. BYPASS STRUCTURE

IC - 01846

215-103

Attn: Mr. Bob Coupe

Ref: 215-rfi-001.00015-01

May 03, 2005

Contract No. 04-0120R4

04-SF-80-12.6, 13.2

South - South Detour

Letter No. 05.03.01-000399 ✓

RC

JG

IAI (fax)

Subject: Deck Drainage

Dear Mr. Coupe,

Per this morning's weekly project meeting, the Department would like to request a separate submittal for the Deck Drainage Design of the TBS. This would make it easier for all parties to resolve this issue. The submittal should not be broken up into segments but instead it should encompass the entire structure.

We expect that your design meets contractual requirements which includes good engineering judgement. The submittal should include full calculations, complete layout with delineation, and identify problem areas relative to traffic safety.

If you have any questions, please contact me at (510) 622-5660.

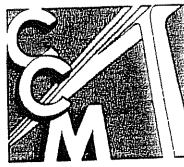
Sincerely,

Resident Engineer
Lourdes David

CFM: 05/03/05

cc: G. Lai
T. Lai
D. Adams
A. Yan
A. Bata

file: 05.03.01



C.C. MYERS INC.

51 Macalla Road
(415) 399-0175

San Francisco, CA 94130
Fax (415) 399-0587

May 11, 2005

Document No.: 215-STL.00128

State of California
Department of Transportation
333 Burma Road
Oakland, CA 94607

Temporary Bypass Structure
Contract No. 04-0120R4
CCM Job # 215

Attn: Mr. Lourdes David
Resident Engineer

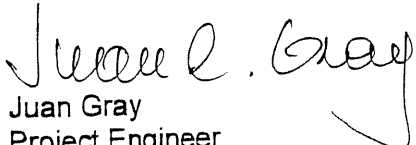
Re: TBS Deck Drainage

Dear Mr. David,

Please find attached IAI Letter # 90, dated May 10 2005, from Imbsen and Associates, in which they state their position towards State Letter 05.03.01-000399 regarding the design and separate submittal of the deck drainage system.

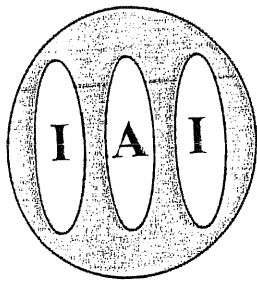
We request you issue a Contract Change Order to cover the time and cost associated with this matter.

Very Truly Yours,
C. C. Myers, Inc.


Juan Gray
Project Engineer

cc: RW.C
MO

File: 215-101



IMBSEN & ASSOCIATES, INC.
Engineering Consultants
A **TRC** Company

May 10, 2005

#1295-320

IAI Letter #: 90

Mr. Bob Coupe
C.C. Myers, Inc.
3286 Fitzgerald Road
Rancho Cordova, CA 95742

RECEIVED

MAY 10 2005

Subject: TBS Deck Drainage

CC MYERS, INC.
JOB 215 TEMP. BYPASS STRUCTURE

Dear Mr. Coupe:

We are in receipt of State Letter No. 05.03.01-000399, dated May 3, 2005, whereby they request a separate submittal for the deck drainage design of the TBS.

IC - 186+

215-201

BC

CT

As stated in IAI Letter #78, we believe that we have met our contractual obligation to provide a drainage system that satisfies the requirements of the contract. Since a separate submittal for the deck drainage is not required by the contract, we deem State Letter No. 05.03.01-000399, as an order in writing to proceed by the Engineer (Caltrans) and consider such direction as extra work.

In the interest of time, and anticipation that this will facilitate a resolution for the deck drainage issues on the TBS, IAI will prepare a separate submittal and will proceed with the extra work prior to actual receipt of an approved contract change order.

As stated in our previous correspondence, IAI has spent a considerable amount of time and resources regarding this issue beyond what was anticipated at bid time. We will forward you all the additional costs once they are quantified.

Please feel free to contact me at (916) 366-0632 should you have any questions.

Sincerely,

Roy A. Imbsen, P.E., D. Engr.
Project Manager

cc: IAI File, EA, MV, RI

Sacramento Office
9912 Business Park Drive
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Sacramento, CA 95827
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(949) 727-7391 Fax

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Fresno, CA 93711
(559) 449-6190 Phone
(559) 449-4591 Fax

Oakland Office
167 Filbert Street
Oakland, Ca 94607
(510) 267-1835 Phone

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



CC Myers
51 Macalla Road
San Francisco, CA 94130

RECEIVED

MAY 16 2005

Attn: Mr. Bob Coupe

CC MYERS, INC.

Ref: 215-STL.00128

JOB 215 TEMP. BYPASS STRUCTURE

IC - 01887

215-102

RC
JG

Subject: TBS Deck Drainage

May 13, 2005

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Letter No. 05.03.01-000411

Dear Mr. Coupe,

We are in receipt of your letter 215-STL.00128 with which you request a contract change order for the time and cost associated with the design and separate submittal of the deck drainage system.

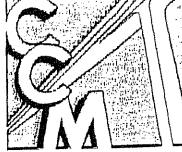
As was discussed at our weekly project meeting, this separate submittal was proposed and offered to the Department by C.C. Myers as a means to facilitating a resolution of the deck drainage issues on the TBS. As such, the Department does not find merit at this time to issue a contract change order for this separate submittal.

Sincerely,

Resident Engineer
Lourdes David

cc: G. Lai
A. Bata

file: 05.03.01



C.C. MYERS INC.

51 Macalla Road
(415) 399-0175

San Francisco, CA 94130
Fax (415) 399-0587

May 20, 2005

Document No.: 215-STL.00136

State of California
Department of Transportation
333 Burma Road
Oakland, CA 94607

Temporary Bypass Structure
Contract No. 04-0120R4
CCM Job # 215

Attn: Mr. Lourdes David
Resident Engineer

Re: Additional Deck Drainage Design Submittal

Dear Mr. David,

This letter is intended to clear up any misunderstandings that may have occurred during our verbal communications regarding the above noted matter.

On April 14, 2005, via our letter 215-STL.00118, we requested a meeting to discuss the matter of whether the design criteria required that our drainage design convey the accumulated water off of the roadway prior to it encroaching into the traveled way. In said letter we advised you that we had concluded that this was not a requirement of the design criteria, contrary to how we had been led to believe by previous State letters and communications. In our weekly meeting on May 3, 2005, we requested an update on the status of this meeting. At this time, you suggested that we submit the drainage design as a separate design submittal. Our comment to this was that as you had not yet responded to our letter mentioned above, we requested that you respond and if a separate submittal is what you want, then include this request in your response. We agreed with your assessment that having the drainage design as a separate submittal would most likely facilitate your review process as a different design group was reviewing the drainage portion of the design. You immediately followed this conversation up with your letter 05.03.01-000399, in which you requested the separate submittal. You did not however, and still have not, addressed the issues discussed in our letter 215-STL.00118.

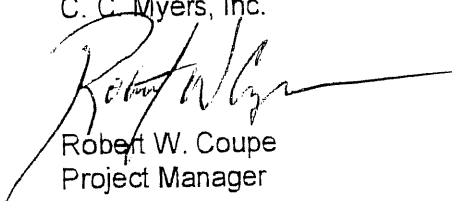
Our design subcontractor, Imbsen & Associates, Inc. responded to your letter requesting a Contract Change Order. This change order was to compensate them for all of the additional design work that they have performed in an attempt to satisfy the requirement that the water not encroach into the traveled way. The basis for this request is that this requirement is not contained within the contract. Additionally, as considerable time was spent by Imbsen on this task, their resources were being diverted unnecessarily from their main contracted task of producing a Temporary Bypass Structure design that met the design criteria. As such, this additional drainage design work has contributed to the overall delay in the completion of the design of the Temporary Bypass Structure. As a result of this overall delay to the design, our structural steel fabrication operations have been negatively impacted. We therefore expect that the change order will include provisions for compensation for the fabrication impacts as well. Lastly, as the production of a separate design submittal package for the deck drainage design is not a requirement of the contract, the change order must include reimbursement for the administrative costs associated

May 20, 2005
State Of California
Department of Transportation
Mr. Lourdes David
215-STL.00136
Page 2

with the production of said design submittal package.

We sincerely hope that this letter clears up any confusion that has been created regarding our previous comments, letters and requests. It is still our understanding that in accordance with your letter 05.03.01-000399, you wish for us to present to you a separate design submittal package for the deck drainage. As we have not received any written direction otherwise, we are proceeding to do so, as requested, and expect said submittal to be completed and submitted to you in the next few days. We do not expect that any time will be added to any other review times for other design submittals submitted concurrently with this one.

Very Truly Yours,
C. C. Myers, Inc.



Robert W. Coupe
Project Manager

cc: AC
DHobbs
CMW
MO
JCG

File: 215-101

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax

**RECEIVED**

CC Myers
51 Macalla Road
San Francisco, CA 94130

MAY 24 2005

May 23, 2005

Attn: Mr. Bob Coupe

CC MYERS, INC.

Contract No. 04-0120R4

Ref: 215-STL.00136

JOB 215 TEMP. BYPASS STRUCTURE

04-SF-80-12.6, 13.2

South - South Detour

10-1922

Letter No. 05.03.01-000432

215-103

Subject: Deck Drainage

RC
JG

Dear Mr. Coupe,

We want to make it clear that you are not required to submit a separate package for the deck drainage. If you wish to do so, it will be at your own discretion and cost.

We will review and comment on all the information that you have submitted thus far in accordance with the timeline of the contract. As such, we find no merit to your contention that the deck drainage work has had any impact to steel fabrication work or this project.

If you wish to meet after our review and comments, we will set a date and time. If you have any questions, please call me at 510 622 5660.

Sincerely,

Resident Engineer
Lourdes David

cc: G. Lai
T. Lai
A. Bata

file: 05.03.01



C.C. MYERS, INC.

An Equal Opportunity / Affirmative Action Employer

3286 FITZGERALD ROAD
RANCHO CORDOVA, CA 95742

916-635-9370
FAX 916-635-1527

LETTER OF TRANSMITTAL

Document No: 215-STT.00248

Dated May 26 2005 Job No.: 215

Attention: Mr. Lourdes David

Re: 04-0120R4

Temporary Bypass Structure

To: State of California
Department of Transportation
333 Burma Road
Oakland CA 94607

Subject: Notice of Potential Claim #9, CEM 6201A

We are sending you:

☐ Attached

☐ Via Fax

☐ Drawing

☐ Plans

☐ Prog. Pmt

☐ Samples

☐ Certificates of compliance

☐ Calculations

☐ Payroll

☐ Specs

☐ Copy of Letter

☐ Change Order

☐ Schedule

☐ Invoice

Copies	Item	Date	Description
1	01	May 26 2005	Notice of Potential Claim #9

These are transmitted as checked below:

☐ For Approval

☐ For Review/comment

☐ Return For Correction

☐ For Your Use

☐ As Requested

☐ For Information

Remarks:

Please find attached Notice of potential Claim #9 Part A.

Copy To: Robert Coupe, Main Office

File: 215-101, 215-9909

Signed: _____

Andy Chan
Project Engineer



Page 1 of 1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
NOTICE OF POTENTIAL CLAIM
CEM-6201A (NEW 9/2002)

FOR STATE USE ONLY		
Received by:	(For Resident Engineer)	Date:

To Lourdes David (resident engineer)	CONTRACT NUMBER 04-0120R4	DATE May 26, 2005	IDENTIFICATION NUMBER 9
---	-------------------------------------	-----------------------------	-----------------------------------

This is an Initial Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04 "Notice of Potential Claim" of the Standard Specifications. The act of the Engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on:

May 23, 2005

The particular nature and circumstances of this potential claim are described as follows:

The State has imposed additional requirements on the design of the deck drainage system from what is called out in the contract. Specifically, the design parameter that water not be allowed to pond within the traveled way is a requirement imposed by the State that is not within the scope of the contract. The result of this added requirement is that our design subcontractor has spent considerable time and effort in attempting to develop a design to meet this added criteria, resulting in a reallocation of their resources to a point that the matter has contributed significantly to the overall delay in the completion of the design work for the entire Temporary Bypass Structure. This overall delay in the design has caused additional construction costs to be incurred. Additionally, pending the completion of the drainage design and the final configuration of the approved system, additional drainage components will likely need to be constructed. The State has also requested that a separate submittal package depicting only the deck drainage be submitted for review and approval. This is also outside the scope of the contract.

We have requested that a Contract Change Order be issued to compensate us for the added costs and impacts involved, as detailed in our letters 215-STL.00118, 215-STL.00128 and 215-STL.00136. This request was denied via State letter 05.03.01-000342, thus we are filing this Notice of Potential Claim.

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code Sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractors written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

C. C. Myers, Inc.

SUBCONTRACTOR or CONTRACTOR

(Circle One)


(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim in knowledge and forwarded by

PRIME CONTRACTOR

(Authorized Representative)

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
NOTICE OF POTENTIAL CLAIM
CEM-6201A (NEW 9/2002)

FOR STATE USE ONLY		
Received by:	(For Resident Engineer)	Date:

To	CONTRACT NUMBER	DATE	IDENTIFICATION NUMBER
Lourdes David (resident engineer)	04-0120R4	5/26/05	9

This is an Initial Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04 "Notice of Potential Claim" of the Standard Specifications. The act of the Engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on: DATE: 5/23/05

The particular nature and circumstances of this potential claim are described as follows:

The contract documents state that the bridge drainage for the Temporary Bypass Structure (TBS) shall be designed in accordance with procedures and details outlined in Caltrans Memo-to-Designers 18-1 (June 1989) and Bridge Design Aids 17-1 (October 1989) as stated in the Contract's Design Criteria.

IAI contends that the drainage criteria provided in the contract is not adequate for the proper drainage design of the TBS structure. The drainage criteria provided in the contract appears generally applicable to typical highway structures and not specifically for the TBS structure. The incompatibility of the deck drainage design criteria and the structure geometry and/or lane configuration are the contributing factors to this issue.

Caltrans has directed IAI to provide extra work for a separate submittal for the deck drainage design of the TBS. (State Letter No. 05.03.01-000399, dated May 3, 2005). Yet, Caltrans has denied payment for such extra work. IAI has spent significant amount of time and resources' regarding the deck drainage issue. Pursuant to Section 4-1.03 of the Standard Specifications, IAI is requesting compensation for all the extra work and resulting consequential impacts.

(attach additional sheets as needed)

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code Sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractor's written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

Imbsen & Associates, Inc.

SUBCONTRACTOR or CONTRACTOR

(Circle One)

Robert A. Imbsen for Roy A. Imbsen
(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim is acknowledged and forwarded by

CC MYERS INC

PRIME CONTRACTOR

Robert W. Myers
(Authorized Representative)

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 285-1051 fax

**RECEIVED**

JUN 02 2005

June 02, 2005

CC Myers

51 Macalla Road

San Francisco, CA 94130

CC MYERS, INC.

JOB 215 TEMP. BYPASS STRUCTURE

Attn: Mr. Bob Coupe

IC- 21571

Contract No. 04-0120R4

04-SF-80-12.6, 13.2

South - South Detour

Ref: 215-STT.00248

Letter No. 05.03.01-000446

215-103
215-00007
RC

Subject: NOPC #9 (TBS Deck Drainage), 215-STT.00248 and 215-STL.00136

Dear Mr. Coupe,

The Department has reviewed your Notice of Potential Claim No. 9 and has determined it to be without merit. Per Design Criteria No. 8 (Sheet 103 of the Contract Plans), "Longitudinal drainage on long bridges shall be provided and collected at inlets which shall be of sufficient size and number to drain the gutters adequately". In addition, Caltrans Bridge Design Aids 17-2 (October 1989 as required by Special Provisions Section 5-1.14) Section 4, "Flow in Gutters" defines the gutter as the section of bridge deck from the barrier to a portion or all of the shoulder. Therefore, no ponding is allowed outside of the gutter or in the travel way.

It should also be noted that the latest TBS submittals calculate run-off using a 10-year storm rainfall intensity. The contract requires computation based on a rainfall intensity of 5 inches per hour via the Bridge Design Aids 17-1 (October 1989). However, we can accept the use of the 25-year storm rainfall intensity given in the Manna Report (Manna Consultants, Inc., May 9, 2002) of 2.384 inches per hour but not your proposal of the 10-year storm rainfall intensity.

For these reasons, the Department asks you to rescind NOPC #9. You are still obligated to provide a deck drainage design that fulfills the contract. If you have any questions, please contact me at (510) 622-5660.

Sincerely,

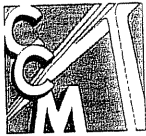
Lourdes David

Resident Engineer

CFM: 06/02/05

cc: G. Lai
T. Lai
S. Hulsebus
D. Adams
A. Yan
A. Bata
Y. Bezuwork
S. Morrison

file: 05.03.01, 56.02, 62.02.09



C.C. MYERS, INC.

An Equal Opportunity / Affirmative Action Employer

51 MACALLA ROAD
SAN FRANCISCO, CA 94130

415-399-0175
FAX 415-399-0587

LETTER OF TRANSMITTAL

Document No:	215-STT.00256		
Dated	Jun 09 2005	Job No.:	215
Attention: Mr. Lourdes David			
Re: 04-0120R4			
Temporary Bypass Structure			

To: State of California
Department of Transportation
333 Burma Road
Oakland CA 94607

Subject: "NOPC 9 Part B"

We are sending you:

☒ Attached

☐ Via Fax

- ☐ Drawing
- ☐ Samples
- ☐ Payroll
- ☐ Change Order

- ☐ Plans
- ☐ Certificates of compliance
- ☐ Specs
- ☐ Schedule

- ☐ Prog. Pmt
- ☐ Calculations
- ☐ Copy of Letter
- ☐ Invoice

Copies	Item	Date	Description
1	01	Jun 09 2005	"NOPC #9 Part B"

These are transmitted as checked below:

- ☐ For Approval
- ☒ For Your Use

- ☐ For Review/comment
- ☐ As Requested

- ☐ Return For Correction
- ☐ For Information

Remarks:

Copy To: Robert Coupe, Main Office
File: 215-101, 215-9909

Signed:

Robert W. Coupe
Robert W. Coupe
Project Manager

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL NOTICE OF POTENTIAL CLAIM
CEM-6201B (NEW 9/2002)

FOR STATE USE ONLY		
Received by:	(For Resident Engineer)	Date:

To Lourdes David (resident engineer)	CONTRACT NUMBER 04-0120R4	DATE June 9, 2005	IDENTIFICATION NUMBER 9 Page 1 of 2
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This is a Supplemental Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04 "Notice of Potential Claim" of the Standard Specifications. The act of the Engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on: DATE: May 23, 2005

The particular nature and circumstances of this potential claim are described in detail as follows:

The State has imposed additional requirements on the design of the deck drainage system from what is called out in the contract. Specifically, the design parameter that water not be allowed to pond within the traveled way is a requirement imposed by the State that is not within the scope of the contract. The result of this added requirement is that our design subcontractor has spent considerable time and effort in attempting to develop a design to meet this added criteria, resulting in a reallocation of their resources to a point that the matter has contributed significantly to the overall delay in the completion of the design work for the entire Temporary Bypass Structure. This overall delay in the design has caused additional steel fabrication and construction costs to be incurred. Additionally, pending the completion of the drainage design and the final configuration of the approved system, additional drainage components will likely need to be constructed. The State has also requested that a separate submittal package depicting only the deck drainage be submitted for review and approval. This is also outside the scope of the contract.

We have requested that a Contract Change Order be issued to compensate us for the added costs and impacts involved, as detailed in our letters 215-STL.00118, 215-STL.00128 and 215-STL.00136. This request was denied via State letter 05.03.01-000342, thus we are filing this Notice of Potential Claim.

The basis of this potential claim including all relevant contract provisions are listed as follows:

The design criteria contained within the contract documents states that the bridge deck drainage for the Temporary Bypass Structure shall be designed in accordance with the procedures and details provided in Caltrans' Memo to Designers 18-1 (June 1989) and Bridge Design Aids 17-1 (October 1989). The State has required that the accumulated runoff not be allowed to encroach into the traveled way. This is not a requirement of the design criteria nor the referenced design manuals.

The estimated dollar cost of the potential claim including a description of how the estimate was derived and an itemized breakdown of the individual costs are attached hereto.

We are not able to ascertain the entire cost impact until the design of the Temporary Bypass Structure is complete. The types of costs that have been, and continue to be incurred include, but are not limited to, additional design costs as detailed by Imbsen & Associates, Inc. in their Notice of Potential Claim, the cost to furnish and install additional drainage system components and the impact costs to construction and steel fabrication associated with the overall delay to the completion of the design.

A time impact analysis of the disputed disruption has been performed and is attached hereto. The affect on the scheduled project completion date is as follows:

We are not able to ascertain the time impact until the design of the Temporary Bypass Structure is complete and other design related disputed issues are resolved.

SUPPLEMENTAL NOTICE OF POTENTIAL CLAIM
CEM-6201B (NEW 9/2002)

Received by:

(For Resident Engineer)

Date:

To Lourdes David (resident engineer)	CONTRACT NUMBER 04-0120R4	DATE June 9, 2005	IDENTIFICATION NUMBER 9 Page 2 of 2
---	-------------------------------------	-----------------------------	--

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code Sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractors written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

C. C. Myers, Inc.

SUBCONTRACTOR or CONTRACTOR

(Circle One)


(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim is acknowledged, certified and forwarded by

PRIME CONTRACTOR

(Authorized Representative)

ADA Notice

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL NOTICE OF POTENTIAL CLAIM
CEM-6201B (NEW 9/2002)

FOR STATE USE ONLY		
Received by:	(For Resident Engineer)	Date:

To Lourdes David (resident engineer)	CONTRACT NUMBER 04-0120R4	DATE June 8, 2005	IDENTIFICATION NUMBER 9
---	-------------------------------------	-----------------------------	-----------------------------------

This is a Supplemental Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04 "Notice of Potential Claim" of the Standard Specifications. The act of the Engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on:

DATE: May 23, 2005

The particular nature and circumstances of this potential claim are described in detail as follows:

IAI has tried numerously to convey to Caltrans that the deck drainage design criteria provided in the contract appears generally applicable to typical highway structures and not specifically for the TBS structure. The incompatibility of the project deck drainage design criteria and the structure and its lane configuration geometry (narrow lanes and shoulders) inherently has created a scenario where the encroachment of design water spread upon the traveled way cannot be avoided.

IAI has tried to meet with Caltrans to discuss this issue on many occasions and facilitate a resolution for the deck drainage issues on the TBS. Recently, Caltrans has refused to meet with IAI and has responded to CCM/IAI's request by stating that:

"All options have not been exhausted; a design solution within the design criteria is possible."

Additionally, Caltrans has directed IAI to provide extra work for a separate submittal for the deck drainage design of the TBS. (State Letter No. 05.03.01-000399, dated May 3, 2005). Yet, Caltrans has denied payment for such extra work.

(attach additional sheets as needed)

The basis of this potential claim including all relevant contract provisions are listed as follows:

The contract documents state that the bridge drainage for the Temporary Bypass Structure (TBS) shall be designed in accordance with procedures and details outlined in Caltrans Memo-to-Designers 18-1 (June 1989) and Bridge Design Aids 17-1 (October 1989) as stated in the Contract's Design Criteria.

IAI contends that the drainage criteria provided in the contract is not adequate for the proper bridge drainage design of the TBS structure. The incompatibility of the deck drainage design criteria and the structure geometry and/or lane configuration are the contributing factors to this issue. The additional time and resources spent to find a solution for this incompatibility and gain approval of such solution should be considered extra work pursuant to section 4-1.03D, "Extra Work" of the Standard Specifications.

(attach additional sheets as needed)

The estimated dollar cost of the potential claim including a description of how the estimate was derived and an itemized breakdown of the individual costs are attached hereto.

Due to circumstances beyond its control, IAI has and will continue to incur additional costs and impacts including but not limited to engineering and overhead costs (direct and indirect), and time associated with investigating various possible drainage systems and performing calculations for the options that are not immediately excluded by the design criteria.

Pursuant to Section 4-1.03 of the Standard Specifications, IAI is requesting compensation for all the extra work and resulting consequential impacts including overall delay to the design schedule and any resultant costs associated with such delay.

The direct costs for the engineering and support staff include the following classifications:

- Project Manager
- Project Engineer(s)
- Design Engineer(s)
- CADD Operator(s)
- Administrative staff

(attach additional sheets as needed)

A time impact analysis of the disputed disruption has been performed and is attached hereto. The effect on the scheduled project completion date is as follows:

Complete verification of the impact through the project schedule is not possible at this time. The additional time impact is expected to ripple through the follow-on work and have an impact on the completion of the design and potentially the Project Completion. An accurate cost impact analysis will be submitted when the extent of the delays can be quantified.

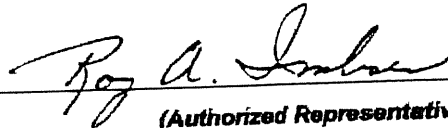
(attach additional sheets as needed)

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code Sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractors written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

Imbsen & Associates, Inc.

SUBCONTRACTOR OR CONTRACTOR

(Circle one)


(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim is acknowledged, certified and forwarded by

CC MYERS INC

PRIME CONTRACTOR


(Authorized Representative)

ADA Notice

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DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



RECEIVED

JUN 24 2005

CC Myers
51 Macalla Road
San Francisco, CA 94130

Attn: Mr. Bob Coupe
Ref: 215-STT.00256

CC MYERS, INC.
JOB 215 TEMP. BYPASS STRUCTURE
IG - 02058

215-103
215-9909

June 22, 2005

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Letter No. 05.03.01-000467

Subject: Awaiting response to 05.03.01-000446, Deck Drainage

RC
JG

Dear Mr. Coupe,

As discussed yesterday in the weekly progress meeting, the Department is still awaiting a response from CC Myers to State Letter #446, dated June 02, 2005. We would like to meet to discuss the deck drainage issue, please provide us with possible meeting dates and we will coordinate a meeting between the Department, and CC Myers/IAI.

Sincerely,

Resident Engineer
Lourdes David

cc: G. Lai
T. Lai
D. Adams
A. Bata

file: 05.03.01, 62.02.09

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax

**RECEIVED**

JUN 24 2005

June 24, 2005

CC Myers
51 Macalla Road
San Francisco, CA 94130

CC MYERS, INC.
JOB 215 TEMP. BYPASS STRUCTURE
IC - 02068 ✓

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Attn: Mr. Bob Coupe

Ref: 215-STT.00256

Letter No. 05.03.01-000479

Subject: Response to NOPC #9 Part B: 215-STT.00256

RC
IAI (for)

Dear Mr. Coupe,

The Department has reviewed Notice of Potential Claim No. 9 Part B (215-STT.00256) and has determined it to be without merit. The contract requires that no ponding is allowed outside of the gutter or in the travel way Per Design Criteria No. 8 (Sheet 103 of the Contract Plans). This Design Criteria states: "Longitudinal drainage on long bridges shall be provided and collected at inlets which shall be of sufficient size and number to drain the gutters adequately". In addition, Caltrans Bridge Design Aids 17-2 (October 1989 as required by Special Provisions Section 5-1.14) Section 4, "Flow in Gutters" defines the gutter as the section of bridge deck from the barrier to a portion or all of the shoulder.

At the January 12, 2005 meeting, several alternatives for deck drainage were discussed. Alternatives including, but not limited to: slotted drains, scuppers, and moving back the retaining wall. We have seen no such calculations for the above mentioned alternatives, we do not believe that all options have been exhausted (see 05.03.01-000327, dated 03/04/05). Your delays as a result of plan review are caused due to your plans not conforming to design criteria as stated above.

As mentioned in 05.03.01-000446, it should also be noted that the latest TBS submittals calculate run-off using a 10-year storm rainfall intensity. The contract requires computation based on a rainfall intensity of 5 inches per hour via the Bridge Design Aids 17-1 (October 1989). However, we can accept the use of the 25-year storm rainfall intensity given in the Manna Report (Manna Consultants, Inc., May 9, 2002) of 2.384 inches per hour but not your proposal of the 10-year storm rainfall intensity.

For these reasons, the Department asks you to rescind NOPC #9. The Department finds this NOPC without merit. You are still obligated to provide a deck drainage design that fulfills the contract. If you have any questions, please contact me at (510) 622-5660.

Sincerely,

Lourdes David
Resident Engineer

CFM: 06/24/05

cc: G. Lai, T. Lai, D. Adams, A. Yan, A. Bata, Y. Bezuwork

file: 05.03.01, 62.02.09

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



CC Myers
51 Macalla Road
San Francisco, CA 94130

RECEIVED

June 30, 2005

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Attn: Mr. Bob Coupe

JUL 01 2005

Ref:

CC MYERS, INC.
JOB 215 TEMP. BYPASS STRUCTURE

Letter No. 05.03.01-000486

IC-02097✓
215-103

Subject: Deck Drainage

RC
JG
IAI (fax)

Dear Mr. Coupe,

This letter is to follow up on the meetings held on Tuesday, June 28, 2005 and Wednesday June 29, 2005 regarding deck drainage. As discussed, this Office is expecting to receive a copy of the design calculations already completed by Imbsen and Associates, Inc. that details the different deck drainage options that were attempted. Most notably, one analysis was supposedly completed showing the maximum possible number of drains that could be placed upon the TBS.

In addition, it was suggested that an additional drainage design may incorporate a combination of standard deck drains along with openings in the barrier rail that would direct additional water to a collection system mounted at the edge of deck. Please provide calculations for this arrangement.

Until these calculations and analyses are received, the Department cannot determine whether design exceptions are required. If you have any questions, please call me at 510-622-5660.

Sincerely,

Resident Engineer
Lourdes David

cc: A.Bata, G.Lai
file: 05.03.01

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax

**RECEIVED**

CC Myers
51 Macalla Road
San Francisco, CA 94130

JUL 01 2005

July 01, 2005

Attn: Mr. Bob Coupe

CC MYERS, INC.

Contract No. 04-0120R4
04-SF-80-12.6, 13.2
South - South Detour

Ref:

JOB 215 TEMP. BYPASS STRUCTURE

Letter No. 05.03.01-000487

IC: 02108 ✓

215-103

RC

IAI (fax)

JG

Subject: Final Submittals - West Tie In and Viaduct - Drainage

Dear Mr. Coupe,

This letter is to notify you that no comments were given regarding deck drainage for the West Tie-In and Viaduct final design packages. This office has been addressing the deck drainage issue as a separate item but per the contract, the drainage is part of each segment. Therefore, no authorization for construction can be given until this issue is resolved.

If you have any questions, please call me at 510 622 5660.

Sincerely,

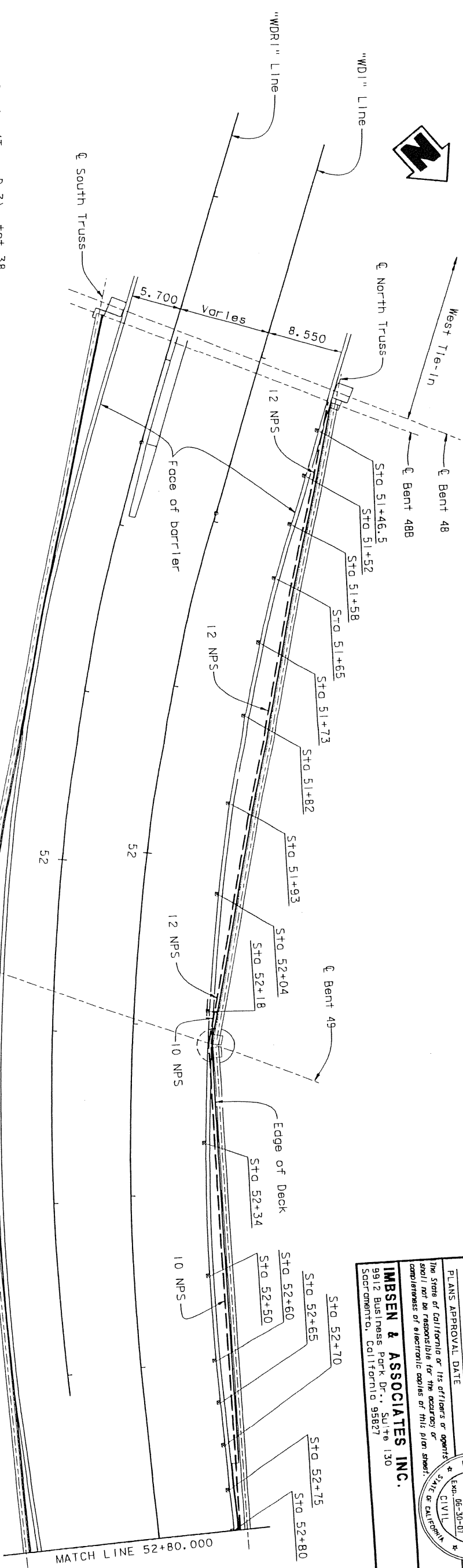
Resident Engineer
Lourdes David

cc: G. Lai
T. Lai
A. Bata

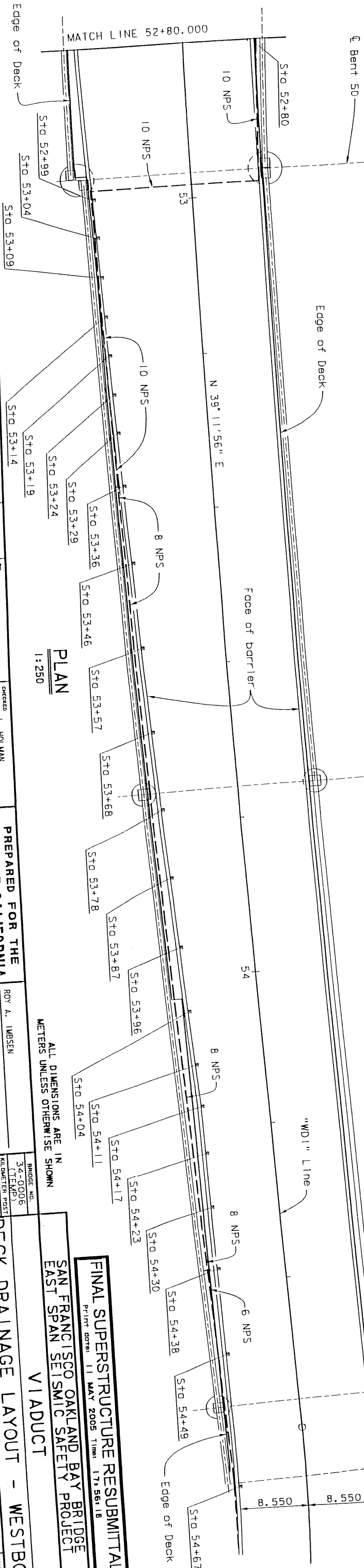
file: 05.03.01



LEGEND:
* Indicates Deck Drain (Type D-3), tot 38
--- Indicates Drainage Pipe



PLAN
1:250



PLAN
1:250

PLANS APPROVAL DATE

No. 16133

Exp. 06-30-01

STATE OF CALIFORNIA

CIVIL

IMBSEN & ASSOCIATES INC.

9912 Business Park Dr., Suite 130

Sacramento, California 95827

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ROY A. IMBSEN
PROJECT MANAGER

BRIDGE NO.
34-0006
(TEMP.)
KILOMETER POST
12.6

DECK DRAINAGE LAYOUT - WESTBOUND

FINAL SUPERSTRUCTURE RESUBMITTAL

San Francisco Oakland Bay Bridge
East Span Seismic Safety Project

VIADUCT

ALL DIMENSIONS ARE IN
METERS UNLESS OTHERWISE SHOWN

DESIGN	BY J. GOMEZ	CHECKED J. HOLMAN
DETAILS	BY R. CARTER	CHECKED L. SCHREY
QUANTITIES	BY C.C. MYERS	CHECKED C.C. MYERS

ORIGINAL SCALE IN MILLIMETERS 0 10 20 30 40 50 60 70 80 90 100

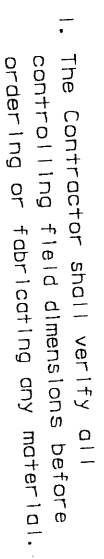
CU 0120R4

EA 0120R4

1711 E. 5th Street



IMBSEN & ASSOCIATES INC.
9912 Business Park Dr., Suite 130
Sacramento, California 95827



1. The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

PLAN
1:250

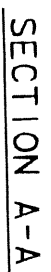
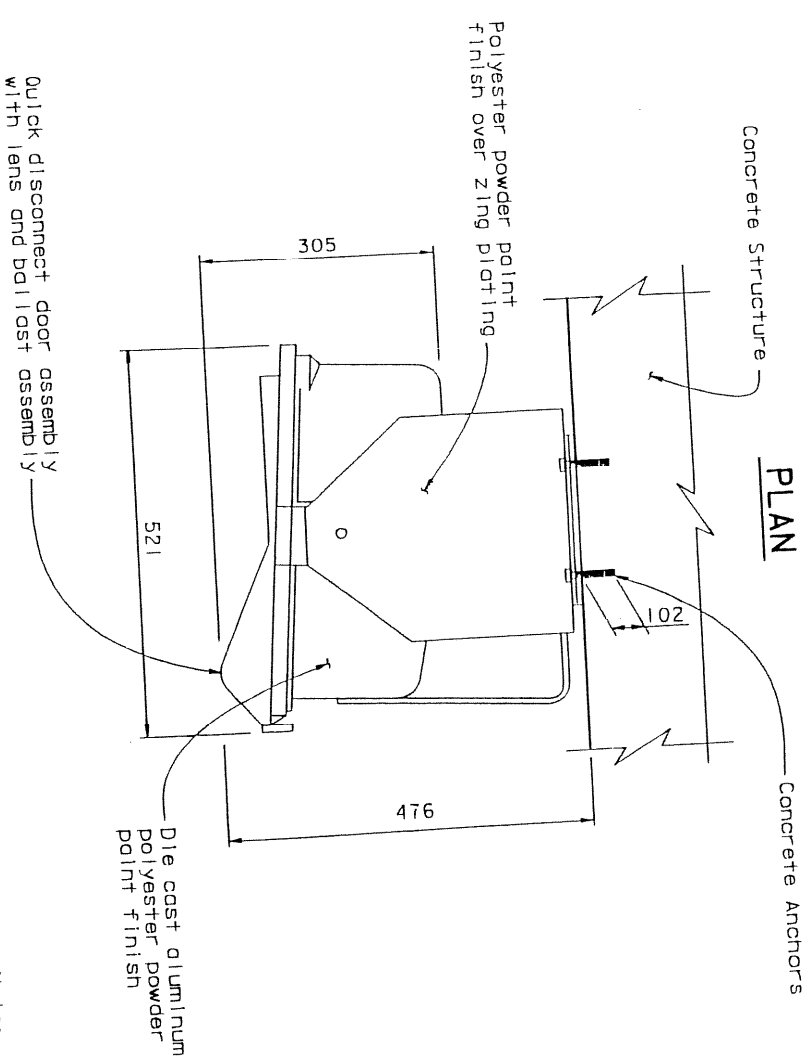
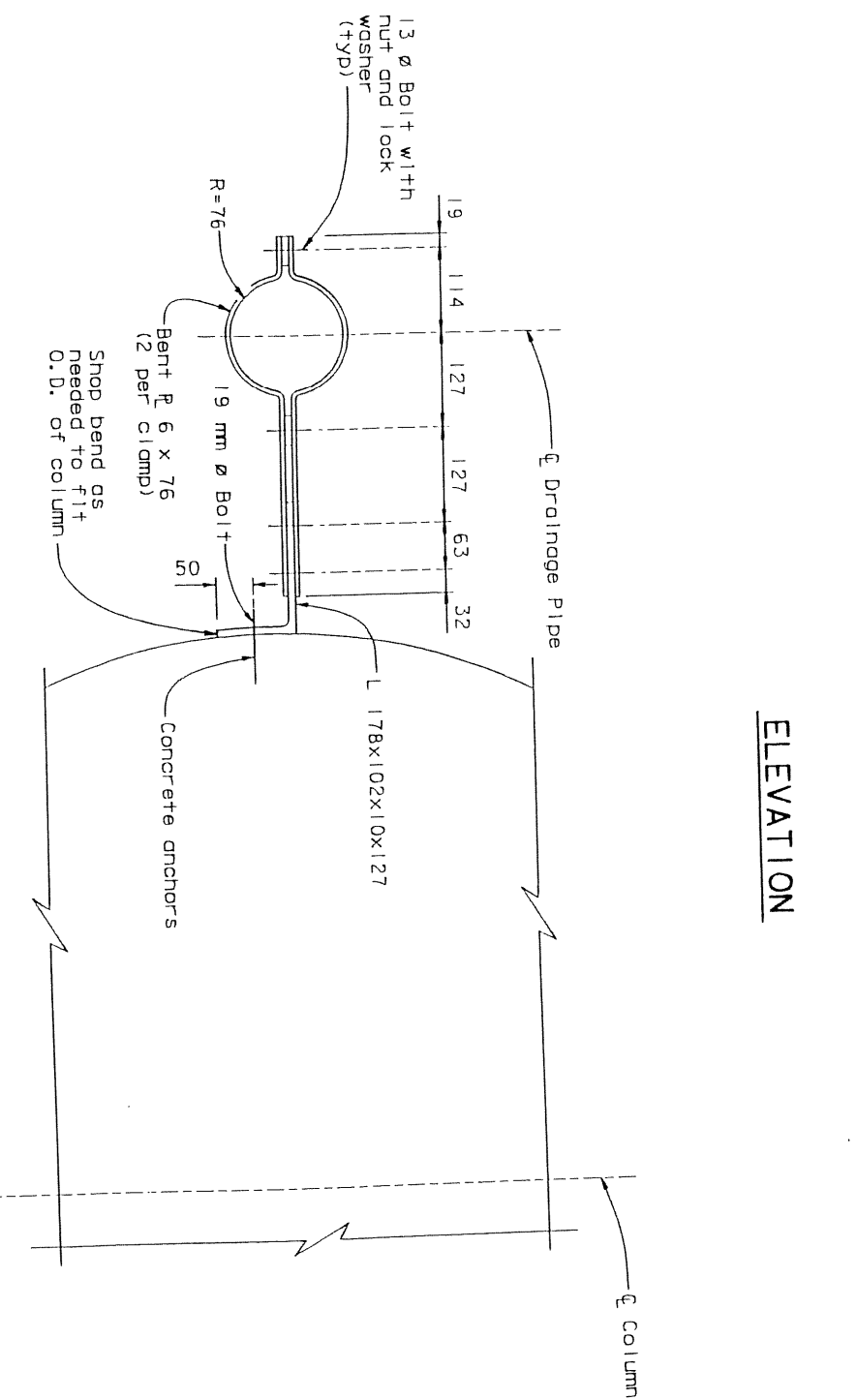
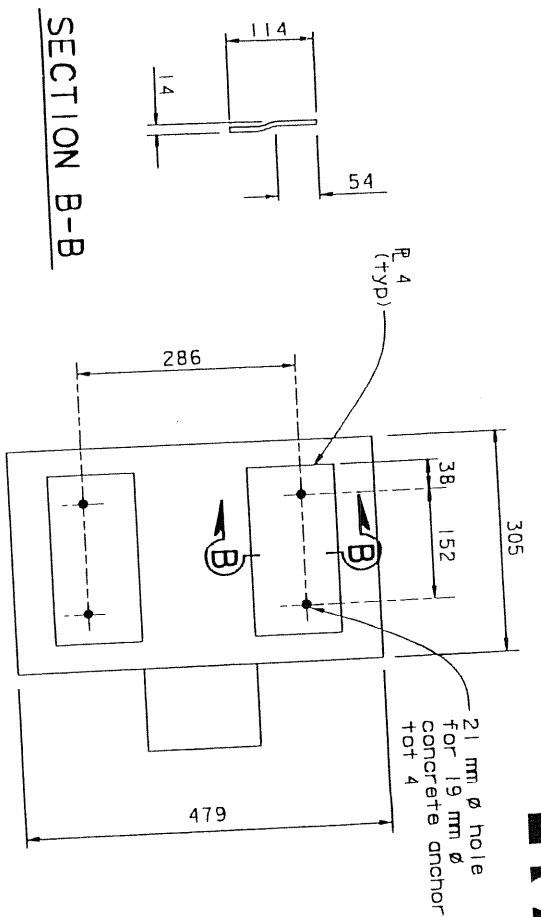
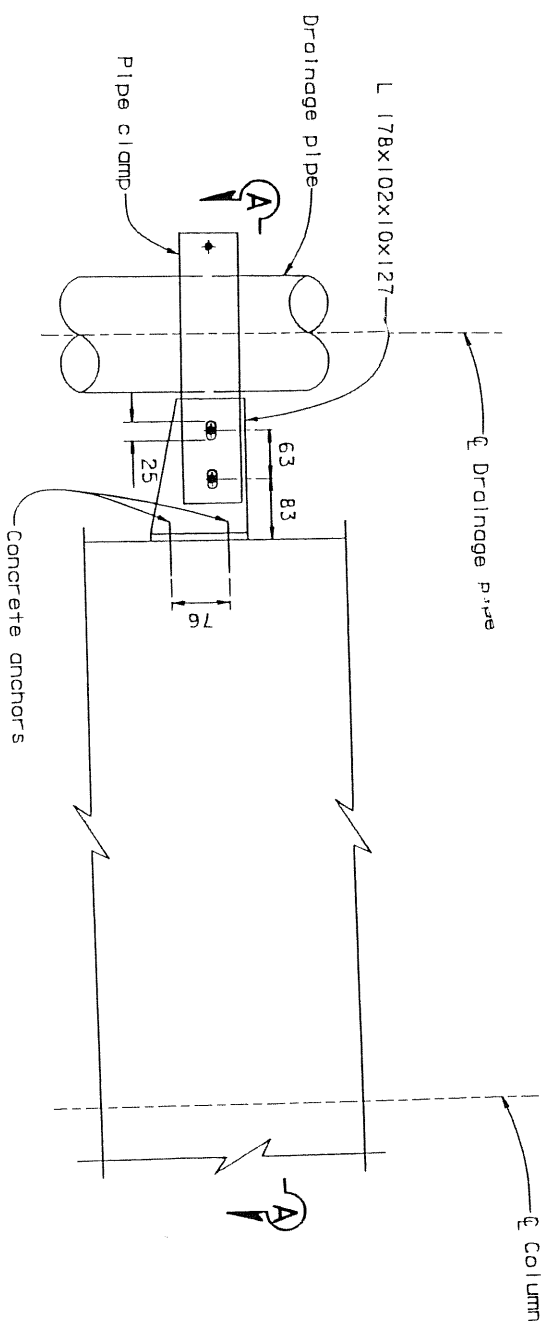
SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT

WESTBOUND

DESIGN	BY T. LAMBERT/J. REINA	CHECKED V. GOMEZ
DETAILS	BY C. POLGLASE	CHECKED E. ARAMOUNI
QUANTITIES	BY C.C. MYERS	CHECKED C.C. MYERS

IEA 0120R4
LEIIC =)

DESIGN DETAIL SHEET (METRIC) (REV. 3/1/98)
01 MAR 2009 5:11:58 n:\body bridge\west tie-in\ackwofn-in-wt.dgn



DRAIN CONNECTION DETAILS

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U

DESIGN OVERSIGHT			
	DESIGN	BY J. GOMEZ	CHECKED J. HOLMAN
	DETAILS	BY J. VALENTINE	CHECKED E. ARAMOUNI
	QUANTITIES	BY C. C. MYERS	CHECKED C. C. MYERS

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

34-0006 (TEMP)	ROY A. IMBSEN PROJECT MANAGER
KILOMETER PER 12.6	CU EA 0120RA
DISHCARGO EASIER RE	

PRINTS BEGINNING		REVISING DATE		INCH LUMINAIRE		STAGE ONLY		SHEET		OF	
10/27/05		10/27/05						62		76	

LUMINAIRE MOUNTING DETAILS

॥३॥

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

WEST TIE-IN

FINAL SUBMITTAL

Print date: 01 MAR 2005 Time: 15:12:18

Note:

1. The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.
2. Fabricate bracket clips and brace from A36 steel grind sharp edges, hot dip galvanized.

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

IMBSEN & ASSOCIATES INC

9912 Business Park Dr., Suite 130
Sacramento, California 95827

ROY A. IMBSEN
NO. 16133
Exp. 06-30-05
CIVIL
STATE OF CALIFORNIA
REGIS
*
OTS
Sheet.